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from 1880 to 1912, inclusive, with monthly and yearly averages; butter and egg prices, New York, Chicago, Boston and Philadelphia; with other statistical information. (Elgin, Ill.: The author. 1913. Pp. 32. 25c.)

WYGODZINSKI, W. *Die neuere Entwicklung des landwirtschaftlichen Genossenschaftswesens. Beiträge zur staats- und rechtswissenschaftlichen Fortbildung.* (Hannover: Helwing. 1913. Pp. 86. 2 m.)

———— *Agricultural opportunities; information concerning resources, products, and physical characteristics of the western states (northern group), comprising Montana, Wyoming, Idaho, Washington, and Oregon, and the territory of Alaska.* (Washington: Department of Agriculture. 1913. Pp. 32.)

———— *Sea-fisheries of eastern Canada. Being the proceedings of a meeting of the committee on fisheries, game and fur-bearing animals, of the commission of conservation, held at Ottawa, June 4-5, 1912.* (Ottawa: Commission of Conservation. 1912. Pp. 212.)

———— *Enquête sur les salaires agricoles.* (Paris: Berger-Levrault. 1913. Pp. 495. 2.50 fr.)

———— *La réforme agraire en Russie.* (Paris: Chambre de Commerce Russe de Paris. 1913.)

Manufacturing Industries

NEW BOOKS

FEITLER, S. *Technologie der landwirtschaftlichen Industrie.* Vol. I. *Die Zuckerfabrikation. Kurzgefasstes Lehrbuch für Studierende, Beamte, und Praktiker.* (Vienna: Hölder. 1913. Pp. vii, 182, illus. 4.20 m.)

HARTL, C. *Die wirtschaftliche Organisation des deutschen Brauergewerbes in Vergangenheit und Gegenwart.* (Berlin: Parey. 1912. Pp. 237. 4.50 m.)

HAYDEN, A. *Kopenhagener Porzellan. Entwicklungsgeschichte der Königlichen Porzellanmanufaktur in Kopenhagen vom 18. Jahrhundert bis zur Gegenwart.* German by C. F. REINHOLD. (Leipzig: Karl W. Hiersemann. 1913. Pp. xxi, 234, illus. 48 m.)

KOCH, P. *Die deutsche Eisenindustrie und die Kriegsmarine.* (Berlin: Mittler. 1913. Pp. 40, illus. 0.50 m.)

RITTER, F. *Entwicklungen und Bestrebungen in der deutschen Portlandzementindustrie.* (Berlin: Siemenroth. 1913. Pp. viii, 252. 6.50 m.)

———— *Year book and proceedings of the fifty-second annual convention of the United States Brewers' Association, Boston, Mass., Sept. 19-20, 1912.* (New York: U. S. Brewers' Assoc. 1913.)

———— *Les grandes industries françaises. L'industrie métal-*

lurgique, by R. PINOT. *L'industrie électrique*, by P. ESCHWEGE and L. LEGUEZ. *L'industrie houillère*, by H. DE PEYERIMHOFF. (Paris: Alcan. 1913. Pp. 190. 4 fr.)

Transportation and Communication

Railroads: Rates and Regulation. By WILLIAM Z. RIPLEY. (New York: Longmans, Green, and Company. 1912. Pp. xviii, 659. \$3.00.)

This book is the first of a two volume treatise by Professor Ripley of Harvard University which is to cover the field of railway economics in the United States. The second volume, to appear shortly, will deal with the subjects of finance and organization.

Students of railway economics who have read Professor Ripley's articles as they have appeared in various periodicals during the last decade will find much that is familiar in the present volume. Indeed, although the author does not mention it, most of the chapters which constitute the present work have already appeared in print. While this does not, of course, detract from their value, it does give the work more or less the character of a volume of essays and there are many repetitions in thought, if not in language, scattered through the book.

The first chapter, which furnishes an excellent brief historical survey of the development of transportation in the United States down to the period of public regulation, covers not only the topics usually considered in histories, such as road, canal, and railway building and public land grants, but also the development of traffic and the changes in its movement which resulted from the opening of new routes of commerce. This is followed by four chapters which deal with the theory and practice of rate making, several more which discuss the subject of railway discriminations, an excellent chapter on freight classification, and two chapters which describe in masterly fashion the rate structure in the various geographical sections into which the railroads have divided the country. Chapter 12 which deals with rate wars and the movement of rates since 1870 is properly enough made to precede the last eight chapters of the book which deal with the history of federal rate regulation and the work of the Interstate Commerce Commission.

Although in the footnotes, there are frequent references to the works of other writers, Professor Ripley does not seem to have drawn much of his material from these secondary sources nor